

TO : THE CITY COUNCIL COUNCIL MEETING DATE: OCTOBER 18, 1989

FROM : THE CITY MANAGER'S OFFICE

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SUBJECT: CONSIDER CERTIFYING AS ADEQUATE ENVIRONMENTAL DOCUMENTATION THE SUNWEST
PLAZA SHOPPING CENTER FINAL ENVIRONMENTAL IMPACT REPORT

INDICATED ACTION: The City Council should review the Final Environmental Impact Report (EIR) for the Sunwest Plaza Shopping Center and either certify the document as adequate or return it to the consultant and staff for further information. If the document is certified, the Council may proceed with other actions leading toward a General Plan Amendment and Rezoning.

BACKGROUND INFORMATION: As the first step toward the development of the Sunwest Plaza Shopping Center on the southeast corner of Lower Sacramento Road and Kettleman Lane, the Community Development Director engaged the services of Jones & Stokes Associates of Sacramento to prepare the EIR.

The Draft EIR was completed earlier this year and has been through the mandatory State Clearinghouse review. The Final EIR will contain all comments received and the appropriate answers where needed.

David Murimoto

DAVID MORIMOTO, AICP
Acting Community Development Director



CITY OF LODI

CARNEGIE FORUM

305 West Pine Street, Lodi

NOTICE OF PUBLIC HEARING

Date: Wednesday, October 18, 1989

Time: 7:30 p.m.

For information regarding this Public Hearing
Please Contact:

Alice M. Reimche

City Clerk

Telephone: 333-6702

NOTICE OF PUBLIC HEARING

OCTOBER 18, 1989

NOTICE IS HEREBY GIVEN that on Wednesday, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a public hearing to consider the following matter:

- a) the Planning Commission's recommendation that the certification of the Final Environmental Impact Report for Sunwest Plaza, a 23.68 acre commercial shopping center proposed for the southeast corner of West Kettleman Lane and Lower Sacramento Road be approved.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

if you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the Public Hearing.

By Order Of the Lodi City Council:

Alice M. Reimche

City Clerk

Dated: October 4, 1989

Approved as to form:

Bobby W. McNatt

City Attorney

MEMGRANDUK, City of Lodi , Community Development Department

TO : CITY COUNCIL

FROM: COMMUNITY DEVELOPMENT DEPARTMENT

DATE: OCTOBER 16, 1989

SUBJECT: FINDINGS OF APPROVAL FOR SUNWEST PLAZA ENVIRONMENTAL
IMPACT REPGRT

A. ENVIRONMENTAL IMPACT - Loss of Prime Agricultural Soil
(DEIK - P. 4-10)

The Project will result in a loss of 22 acres of prime agricultural soil if the project is approved. This loss cannot be mitigated.

Finding

The land in and around the City of Lodi is all designated as prime agricultural soil. The City does not have the option of building on non-prime agricultural soils in order to preserve the prime soil. Every development built in the City, large or small, utilizes some prime agricultural land. The residential, commercial and industrial needs of the City necessitate some urbanization of agricultural land,

Overriding Considerations

The area in question has been designated for urban development for many years as a part of the Lodi General Plan. The project site abuts the existing City limits to the east, where two large residential and office commercial projects have been developed. There are also existing commercial developments at the northeast and the southeast corner of Kettleman Lane and Lower Sacramento Road. Both have been developed in the County and have existed for a number of years. There is also a County residential subdivision of approximately nine residential lots located immediately south of the project site. The area has been in a state of transition for many years and this project represents a reasonable extension of the City of Lodi. The City of Lodi has planned and constructed its utility system to serve the area with water, sewer and storm drainage in anticipation of the area developing. The existing infrastructure will allow development of the area without costly expenditures of public funds for the extension of major new lines.

The project will provide a significant benefit for the City of Lodi. Based on figures from the EIR, the Sunwest Plaza project could generate in excess of 600 permanent jobs when fully developed. This does not include the additional jobs created during the construction of the project. The creation of new jobs is important because it

provides new employment opportunities for the people living in and around the City of Lodi. Creating local jobs improves the jobs/housing balance in Lodi. It means that people can work in Lodi instead of having to commute to Stockton or Sacramento. This could significantly reduce the commute distance for many workers, thereby reducing the impact of commute traffic on an area-wide basis.

The project will also be a source of additional tax revenue, both property tax and sales tax. The proposed retail stores, particularly the major anchors, will generate a significant amount of sales tax. Not only do they generate new sales taxes, but they help stop the flow of sales tax to Stockton, as people do more shopping in Lodi instead of in Stockton.

These new revenues can be utilized to fund necessary services required by the project. The revenue can also be utilized to benefit the City as a whole, helping to pay for projects and programs that are used by all the citizens of Lodi.

B. ENVIRONMENTAL IMPACT - Adjacent Agricultural Parcels (DEIR - P. 4-11)

Urbanization of the subject parcel will affect adjacent agricultural parcels.

Finding

While some modification of the current farming practices may be required, those modifications will not prevent the continued agricultural use of the adjacent parcels. The use of agricultural chemicals can continue, although in some cases alternative methods of application or types of chemicals may be required. The project is separated from agricultural property to the north by Kettleman Lane which will eventually have a 110-foot wide right-of-way. On the west the property is separated from agricultural property by Lower Sacramento Road which will eventually have an 80-foot right-of-way. The south side of the project site is the only area where the project will be immediately adjacent to existing agricultural property. Along this property line the City will require a 20-foot wide agricultural buffer zone as well as a solid masonry fence adjacent to any agricultural parcels.

C. ENVIRONMENTAL IMPACT - Traffic (DEIR - P. 6-1)

The project will increase traffic volumes by approximately 13,000 vehicle trips per day when fully developed. These additional vehicle trips will impact traffic on both Kettleman Lane and Lower Sacramento Road.

Finding

The increase in traffic volume on West Kettleman Lane and Lower Sacramento Road will be mitigated by the following:

1. Construct required street improvements on Kettleman Lane including required lane widenings and turn controls.

2. Construct required street improvements on Lower Sacramento Road including required lane widenings and turn controls.
3. Modify the existing traffic signal system at the corner of Kettleman Lane and Lower Sacramento Road to match the new configuration of both streets.
4. Design project driveways to provide safe, efficient ingress and egress from the adjacent streets.
5. The developer should contribute his fair share toward the cost of required street improvements for the project area. These project improvements could be funded by payment of development fees collected from the developer of Sunwest Plaza as well as developers of all other projects constructed throughout the City. A development fee ordinance is currently being written by the Public Works Department in conjunction with the General Plan update.

D. ENVIRONMENTAL IMPACT - Noise (DEIR P. 8-1)

There will be a temporary increase in construction related noise.

Finding

The increased noise levels are temporary in nature and will only last for the duration of construction. The noise is a normal part of every construction project. The City can control unusual noise situations with their noise ordinance.

E. ENVIRONMENTAL IMPACT - Air Quality (DEIR - P. 7-1)

The proposed project will generate additional amounts of vehicle-related air pollutants, namely reactive organic gasses (ROG) and Nitrous Oxide (NOx).

Finding

The generation of both types of gasses is unavoidable and they are a problem both area-wide and state-wide. The City can help alleviate this problem by supporting San Joaquin County in developing a county-wide trip reduction ordinance. The developer is aiding in this process by offering to dedicate a parking area for a CalTrans operated park and ride lot which could help reduce the number of vehicle trips on an area-wide basis.

F. ENVIRONMENTAL IMPACT - Public Services (DEIR - P. 5-1)

The project will result in an increased demand for various public services including law enforcement, fire protection, water supply, storm drainage, wastewater and parks and recreation.

Finding

The increased demand on public services can be mitigated in two ways. First, the project, when fully developed, will generate additional sources of taxes, including sales tax and property tax. These sources

of funds can be utilized to help offset the cost for increased public services. In addition, the developer should be required to pay a proportionate share of development fees to help fund the cost of required infrastructure and public service improvements.